

CLAIMS

1. An industrial vehicle having a seat placed in a driver's room provided in a vehicle body to be rotatable  
5 at a predetermined angle in at least one of a clockwise direction and a counterclockwise direction with respect to a forward facing position, wherein

said driver's room comprises a main accelerator pedal at a position corresponding to the seat in the  
10 forward facing position and an auxiliary accelerator pedal at a position corresponding to the seat in a position rotated at a predetermined angle from the forward facing position.

2. The industrial vehicle according to claim 1,  
15 wherein

the main accelerator pedal is constructed to interlock with the auxiliary accelerator pedal via an interlock mechanism,

the interlock mechanism comprises a main accelerator  
20 link which can be freely rotated by depressing the main accelerator pedal and is returned to an original position by a main return spring, an auxiliary accelerator link which can be rotated by depressing the auxiliary accelerator pedal and is returned to an original position  
25 by an auxiliary return spring, and an interlock cable connecting both the accelerator links,

rotation of the auxiliary accelerator link is transmitted to the main accelerator link via the interlock cable, and

30 a throttle valve is interlocked with the main accelerator link via a throttle cable.

3. The industrial vehicle according to claim 1, wherein

an interlock mechanism is provided between the main  
35 accelerator pedal and the auxiliary accelerator pedal,

the interlock mechanism comprises a main accelerator link which can be freely rotated by depressing the main accelerator pedal and is returned to an original position by a main return spring, an auxiliary accelerator link  
5 which can be freely rotated by depressing the auxiliary accelerator pedal and is returned to an original position by an auxiliary return spring, first and second rotatable intermediate links, and an interlock cable connecting the auxiliary accelerator link and the second intermediate  
10 link,

the main accelerator link has a main engaging member which engages with the first intermediate link when rotating in one direction,

the second intermediate link has an intermediate  
15 engaging member which engages with the first intermediate link when rotating in one direction,

the intermediate engaging member is separable from the first intermediate link when said main engaging member engages the first intermediate link, and the main  
20 engaging member is separable from the first intermediate link when the intermediate engaging member engages the first intermediate link,

rotation of the auxiliary accelerator link is transmitted to the second intermediate link via the  
25 interlock cable, and

a throttle valve is interlocked with the first intermediate link via a throttle cable.